Approved For Release 2000/06/06 : CIA-RDP81B00880R000100230026-0

CLASSIFIED MESSAGE

SECRET

DATE : 1734Z 13 JUL 59

| | | | |
|---|---|---|---|
| 1 | | 4 | |
| 2 | | 5 | |
| 3 | | 6 | |

TO : DIRECTOR
25X1A

FROM : [redacted]

ACTION: DPD (1,2,3,4,5,6,7,Ø)

INFO : S/C (9)

WH

TOR: 1819Z 13 JUL 59

DOCUMENT NO.
NO CHANGE IN CLASS. ☐
☐ DECLASSIFIED
CLASS. CHANGED TO: TS S (C) 2011
NEXT REVIEW DATE:
AUTH: HR 70-2
DATE: 2/4/81 REVIEWER: 037169

PRIORITY

X
IN 03043

25X1A

TO [redacted] 25X1A

INFO [redacted]

25X1A

[redacted] 3563

25X1A

ATTN: MR BISSELL INFO: COL BURKE [redacted]

J-75 STATUS

1. THE FOLLOWING FLIGHTS ON AIRPLANE 342:

NR 44-9 JUL-3:34-LIGHT WEIGHT SPEED POWER

NR 45-1Ø JUL-2:43-TUFT STUDIES

NO FURTHER ENGINE FLAMEOUTS HAVE BEEN EXPERIENCED ON THIS AIRPLANE.

2. THE FOLLOWING FLIGHTS ON AIRPLANE 358:

NR 25-9 JUL-7:14-CRUISE PERFORMANCE AND B CAMERA

NR 26-1Ø JUL-5:5Ø-PREFORMANCE

ON FLIGHT 26, A FLAME OUT WAS EXPERIENCED AT 61,5ØØ FEET WHILE ADVANCING THE POWER. IT WAS ACCOMPANIED BY A BANG. RESTART WAS SUCCESSFUL AND MISSION CONTINUED. AFTER FLIGHT 26 IT WAS FOUND THAT D.C. GENERATOR FAILURE HAD OCCURED. CAUSE HAS NOT BEEN DETERMINED.

3. FLIGHT ONE OF AIRPLANE 351 ACCOMPLISHED ON 1Ø JULY. A FLAMEOUT WAS EXPERIENCED AT 6Ø,ØØØ FEET WHILE ADVANCING

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[redacted] 3363 (IN 03043) PAGE TWO

POWER. IT TOO WAS ACCOMPANIED BY A BANG. RESTART WAS SUCCESSFUL AND FLIGHT CONTINUED.

4. THE CAUSE FOR THESE 2 FLAMEOUTS IS NOT KNOWN AND AND INVESTIGATION IS UNDER WAY.

5. EVALUATION OF RESULTS TO DATE ON 8 CAMERA MISSIONS HAS SHOWN THAT RESULTS ARE NOT YET SATISFACTORY. A DEFINITION

25X1D

OF APPROXIMATELY [redacted] IS BEING OBTAINED. WORK IS GOING FORWARD ON VIBRATION ISOLATION. THIS INFORMATION HAS BEEN VERBALLY TRANSMITTED BY C.L. JOHNSON TO HEADQUARTERS PERSONNEL.

END OF MESSAGE

SECRET

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